AMENDMENTS TO THE CLAIMS

1. (Cancelled)

2. (Currently Amended) A ~~The~~ control unit for an electric power steering apparatus ~~according to Claim 1,~~ that controls a motor for giving steering assist force to a steering mechanism based on a current control value calculated from a steering assist command value calculated based on the steering torque generated in the steering shaft, and a current value of the motor, wherein the control unit comprises a current dither signal generating unit for generating a current dither signal when the motor angular velocity is within a predetermined range of an angular speed ω, and for adding the current dither signal to the steering assist command value,

wherein the predetermined value is the angular velocity ω of the motor corresponding to the static friction.

3. (Original) The control unit for an electric power steering apparatus according to Claim 2, wherein the current dither signal is expressed as $K \cdot \sin\omega_0 t$, where K is a constant and ω_0 represents a dither angular frequency.

4. (Original) The control unit for an electric power steering apparatus according to Claim 3, wherein the dither angular frequency ω_0 is a range of 30-50 Hz.

5. (Original) The control unit for an electric power steering apparatus according to Claim 4, wherein the dither angular frequency ω_0 is 40 Hz.

6. (Canceled)